

Mr. Monnet spent his time in the United States appreciating the natural beauty of our country. He notably took daily walks through Rock Creek Park which he fondly referred to as “my park” in his memoirs. His personal connection to the park makes it a fitting location for a commemorative work in Washington. I join my colleagues in extending support for the legislation creating this new capital memorial.

INTRODUCTION OF THE CLOSE AGENCY LOOPHOLES TO THE JONES ACT

HON. JOHN GARAMENDI

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, December 14, 2022

Mr. GARAMENDI. Madam Speaker, today I introduce the “Close Agency Loopholes to the Jones Act,” which would close early 50 years of anti-Jones Act decisions, known as “letter rulings”, by U.S. Customs and Border Protection.

As chairman of the House Armed Services Subcommittee on Readiness and having served as ranking member of the Subcommittee on Coast Guard and Maritime Transportation from 2013 to 2018, I am committed to rebuilding the U.S.-flagged fleet including international and Jones Act vessels. For nearly 50 years, Congress has stood idly by while federal regulators made bad decision after bad decision chipping away at the Jones Act, allowing foreign vessels paying poverty wages to take jobs from Americans working in our maritime industry. That stops today.

In December 2020, Congress enacted my amendment to the Outer Continental Shelf Lands Act as section 9503 of the William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021 (Public Law 116–283) affirming that the application of the Constitution, laws, and civil and political jurisdiction of the United States to the Outer Continental Shelf also applies to non-mineral energy resources and exploring for, developing, producing, transporting, or transmitting such resources. As I stated in my remarks on September 24, 2020 (Congressional Record, Vol. 166, No. 166), Congress always intended U.S. law to apply to any form of exploration, development, production, transportation, and transmission of energy resources under the Outer Continental Shelf Lands Act of 1953.

On January 25, 2021, President Biden’s first executive order (no.14005) after assuming office directed federal agencies to maximize the use of American mariners, American-built ships, and U.S.-flagged vessels under the Jones Act. In response to my amendment enacted in the FY12 NDAA, Customs and Border Protection issued a headquarters ruling letter “HQ H309186” on January 27, 2021, correctly holding that the transportation of “scour protection” materials from the Port of Providence, Rhode Island to a wind project on the Outer Continental Shelf off the southeast shore of Martha’s Vineyard is a coastwise activity under the Jones Act.

On March 17, 2021, the national trade association for the offshore wind industry sent a letter to the Commissioner of Customs and Border Protection requesting that the agency withdraw HQ H309186. In this letter, the off-

shore wind industry mischaracterized my September 2020, remarks from the Congressional Record as somehow supporting its request that Customs and Border Protection withdraw the January 27, 2021, letter ruling. On March 25, 2021, Customs and Border Protection issued a revised headquarters ruling letter (HQ H317289) contradicting its January 2021 letter ruling and the President’s policy to allow foreign vessels to construct energy projects on the Outer Continental Shelf.

To be clear, my September 2020 remarks in the Congressional Record state that my amendment to Outer Continental Shelf Lands Act simply clarified that all forms of offshore energy development are indeed subject to the same U.S. laws that apply to the offshore oil and gas industry. That does not mean that I accept the validity of the many administrative loopholes to the Jones Act created by decades of bad letter rulings and poor enforcement by Customs and Border Protection. Rather, I have long held that many of the activities regulators have incorrectly allowed the offshore oil and gas industry to engage in using foreign-flagged vessels are clear violations of the plain text of the Jones Act and original Congressional intent.

It is now clear to me that the regulators at Customs and Border Protection are unwilling to fully implement the Jones Act, as directed by President Biden’s Executive Order 14005. My ‘Closing Agency Loopholes to the Jones Act’ would finally force federal regulators to enforce the law as Congress intended in 1920, maximizing job opportunities for American mariners, U.S.-flagged vessels, and domestic shipyard workers. In effect, my legislation would also compel Customs and Border Protection to implement the President’s stated policy by fully enforcing the Jones Act.

Madam Speaker, I encourage all members of the House to cosponsor this critical and long overdue legislation.

HONORING THE SERVICE OF BEVERLY LANE

HON. MARK DeSAULNIER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, December 14, 2022

Mr. DESAULNIER. Madam Speaker, I rise today with Congressman JERRY MCNERNEY and Congressman MIKE THOMPSON to recognize the service of Beverly Lane as she retires from the East Bay Regional Park District (EBRPD) Board of Directors.

Beverly has been a strong advocate for Contra Costa residents and has worked tirelessly to help this community thrive. As former Mayor of Danville, she was committed to preserving open spaces and bolstering the town’s transportation system. Additionally, she spearheaded efforts to protect local sites of cultural and historical significance and to educate others about the Bay Area’s rich history through her work with a variety of organizations including the League of Women Voters (California), Central Contra Costa Transportation Authority, California League of Cities, the Oakland Museum of California History, the Contra Costa County Historical Society, and more. She is the author of four books on local history and led efforts to establish the Calaveras Ridge trail as well as an agricultural park in Danville.

Beverly has received extensive recognition for her outstanding public service, receiving the Association of Bay Area Governments Growing Smarter Together Award for Distinguished Leadership, Save Mount Diablo’s Mountain Star Award, Tri-Valley Hero and Woman of the Year, and many more.

Beverly joined the East Bay Regional Park District Board in 1994 representing Ward 6. During her time with EBRPD, she has worked to extend the Iron Horse Trail, establish the Sycamore Valley Open Space Park, and promoted a range of other projects to support our regional parks. Recently, Beverly has played a key role in the creation of Thurgood Marshall Regional Park—Home of the Port Chicago 50. Throughout her tenure with EBRPD, Beverly has continually advocated for improved access to parks and trails and shown her commitment to safeguarding Contra Costa’s environment and open spaces. Her dedication and service have helped to connect Contra Costa residents to nature within their own communities, encouraging a healthy lifestyle for all community members.

Please join me, Congressman MCNERNEY, and Congressman THOMPSON in congratulating Beverly on her well-deserved retirement after nearly four decades of service to Contra Costa County.

HONORING THE TSA EMPLOYEES AT LOUISVILLE MUHAMMAD ALI INTERNATIONAL AIRPORT

HON. JOHN A. YARMUTH

OF KENTUCKY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, December 14, 2022

Mr. YARMUTH. Madam Speaker, I rise in honor of the TSA workers at Louisville Muhammad Ali International Airport, and please understand, this is not a token acknowledgment.

I am about to wrap up a 16 year Congressional career in which I’ve flown from my home in Louisville to the Capitol and back around 40 weeks or so in a non-pandemic year. That’s about 1,120 flights, give or take.

I see these folks more than I see most of my colleagues. And it’s great. They’re friendly, they’re funny, they’re kind. If they obstruct, it’s with good reason.

Seriously, they’ve made these encounters a truly enjoyable part of my job. Yes, I’m talking about going through airport security. No easy task.

Of course, being nice for me to talk to is hardly the most important part of their jobs. They’re keeping us safe, our families, our community. Every single person who passes through Muhammad Ali International Airport is their responsibility, both to protect and to ensure is not a threat.

One week a year, 30,000 people pass through in just a few days for the Kentucky Derby, and each one requires attention from our TSA workers.

And people think airport security is stressful for them.

But if they get stressed, you’d never know it. You’ll get a friendly smile, a kind word, and maybe even a joke.

When I ran for Congress, I’ll be honest, I never thought about how much time I’d spend with the men and women of Louisville’s TSA. But now, it’s time I’ll never forget.